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Joe McInnes
TRANSPORTATION DIRECTOR

October 5, 2009

The Honorable Marsha Pigg
Mayor of Addison
Post Office Box 98
Addison, Alabama 35540

**Subject: Annual Inspection Report
Addison Municipal Airport**

Dear Mayor Pigg:

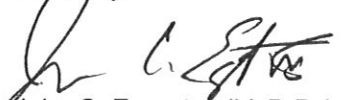
An inspection of the Addison Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 22, 2009. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Addison Municipal Airport. As noted in the report, the airport does not meet all the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the necessary corrective actions of the violations listed in the report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The City should contact the Aeronautics Bureau within 30 days with a plan to correct the deficiencies noted in the report. Once the deficiencies noted have been corrected, the City may contact the Aeronautics Bureau to schedule a re-inspection to determine if the airport's operating license may be issued. Failure to comply with the licensing requirements could result in a mandatory closure of the airport. It should be noted that these safety violations are reoccurring.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black
FAA/ADO

SEPTEMBER 22, 2009



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



ADDISON MUNICIPAL AIRPORT

ADDISON, ALABAMA

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 4
RUNWAY SAFETY AREA.....	PAGE 5
AIRPORT MARKINGS.....	PAGE 5
WIND DIRECTION INDICATOR.....	PAGE 6
AIRPORT LIGHTING.....	PAGE 7
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 7
FUELING AREA REQUIREMENTS.....	PAGE 8
PROHIBITED ACTIVITIES.....	PAGE 9
SUMMARY.....	PAGE 9
APPENDIX 1.....	PAGE 10
APPENDIX 2.....	PAGE 11
APPENDIX 3.....	PAGE 12
AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Addison Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on September 22, 2009.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 22, 2009, it was determined that the airport **does not** meet the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards:

- For turf runways the approach and departure path begins at the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 22: Trees identified as Tree # 1, Tree # 2, and Tree # 3 violate the ALDOT 20:1 Approach Departure Path (See Photo # 1 and Appendix 2).
- Runway 4: No obstructions, but Tree # 6 could become a hazard if allowed to continue to grow into the Approach/Departure Path (See Photo # 2 and Appendix 3).

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Photo # 1 – Runway 22



Photo # 2 – Runway 4



Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Required Action:

- While these trees are representative of obstructions in the approach departure path of runway 22, they do not include all the trees that may violate the 20:1 approach departure path.
- In order for an operating license to be issued the obstructions to runway 22 must be removed to provide a clear 20:1 approach/departure path.

2. Primary Surface Administrative Code 450-9-1-.12(2)

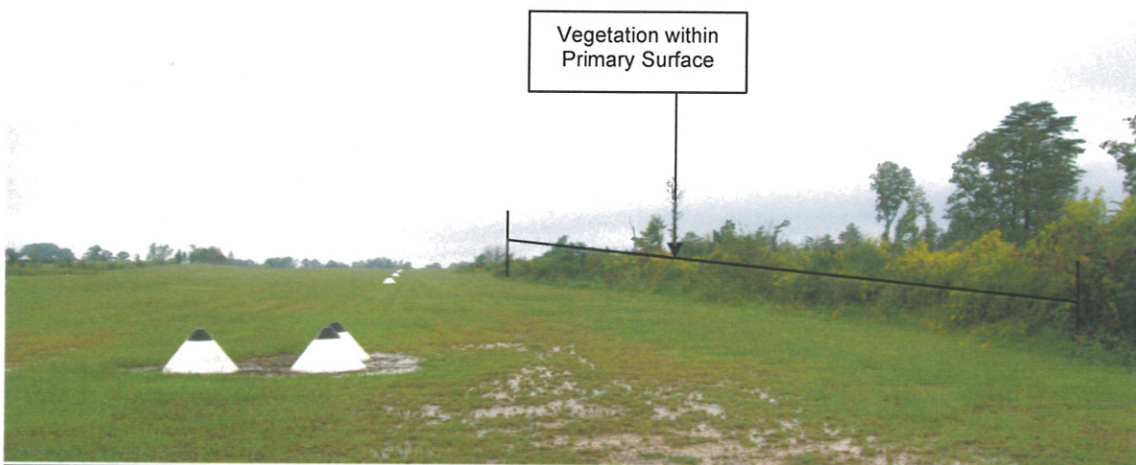
State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface was inspected and brush and vegetation was found growing within its boundaries on northwest side of runway 22 (See Photo # 3 and Appendix 2)

Photo # 3 – Primary Surface



Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Required Action:

- Brush and vegetation must be removed from primary surface.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results:

- The grade of the runway safety area was found to meet state safety requirements.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards:

- All runways are required to be marked in a manner identifying the boundaries of the landing areas.
- The runway threshold will be marked by L-shapes on each corner of each threshold. The markers must be of a size and shape that is easily and readily recognized from the air and ground. The bases for all markers must be frangible.

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

- The outer edges of the runway will be delineated with markers placed at 200 foot intervals along both sides of the runway and be easily recognized from the air and ground.

Inspection Results

- The runway markings are marked with white cones with black tips and are in good condition (Photo # 4).

Photo # 4 – Runway 22



5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (windsock) was inspected and found operational (Photo # 5).

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Photo # 5 – Windsock



6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results:

- The airport has no lighting system.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards:

- Runway and taxiway surfaces must be kept smooth and free of any defect or obstruction that could damage aircraft during operations. This requirement includes any depressions or humps in the runway or taxiway that could cause a loss of directional control.

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

- Turf runways must be graded smooth and grassed. The grass must be kept mowed and not allowed to grow to a height of more than twelve (12) inches above the graded surface.
- The minimum length for a Private Use turf runway is 1800 feet.
- The minimum width for a Private use runway is 60 feet.

Inspection Results:

- The overall condition of the runway surface was found to be in good condition (Photo # 6).

Photo # 6 – Runway Surface



8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Annual Inspection Report Addison Municipal Airport Addison, Alabama

September 22, 2009

Inspection Results

- There is no fuel service available at this airport.

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- No prohibited activities were observed during the inspection.

Summary:

The table below summarizes items noted in this report.

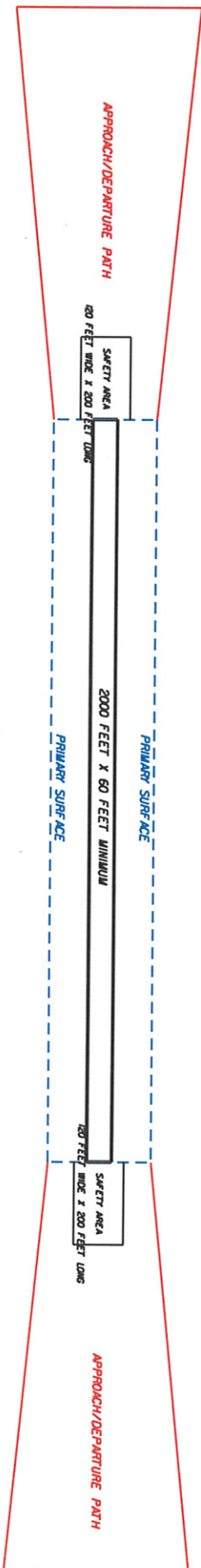
INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Violation	Remove obstructions
Primary Surface	Violation	Remove vegetation

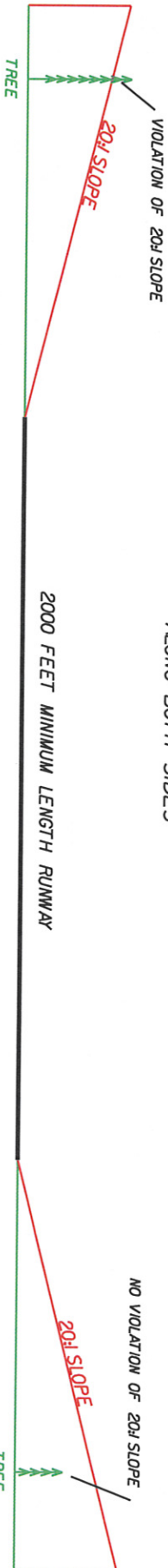
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

MINIMUM REQUIREMENTS FOR PUBLIC USE TURF RUNWAY



RUNWAY MARKINGS - THRESHOLD MARKED IN "L" SHAPE CONSISTING OF THREE MARKERS ON 5 FOOT CENTER RUNWAY EDGE MARKERS PLACED AT 200 FOOT INTERVALS ALONG BOTH SIDES



APPROACH/DEPARTURE PATH

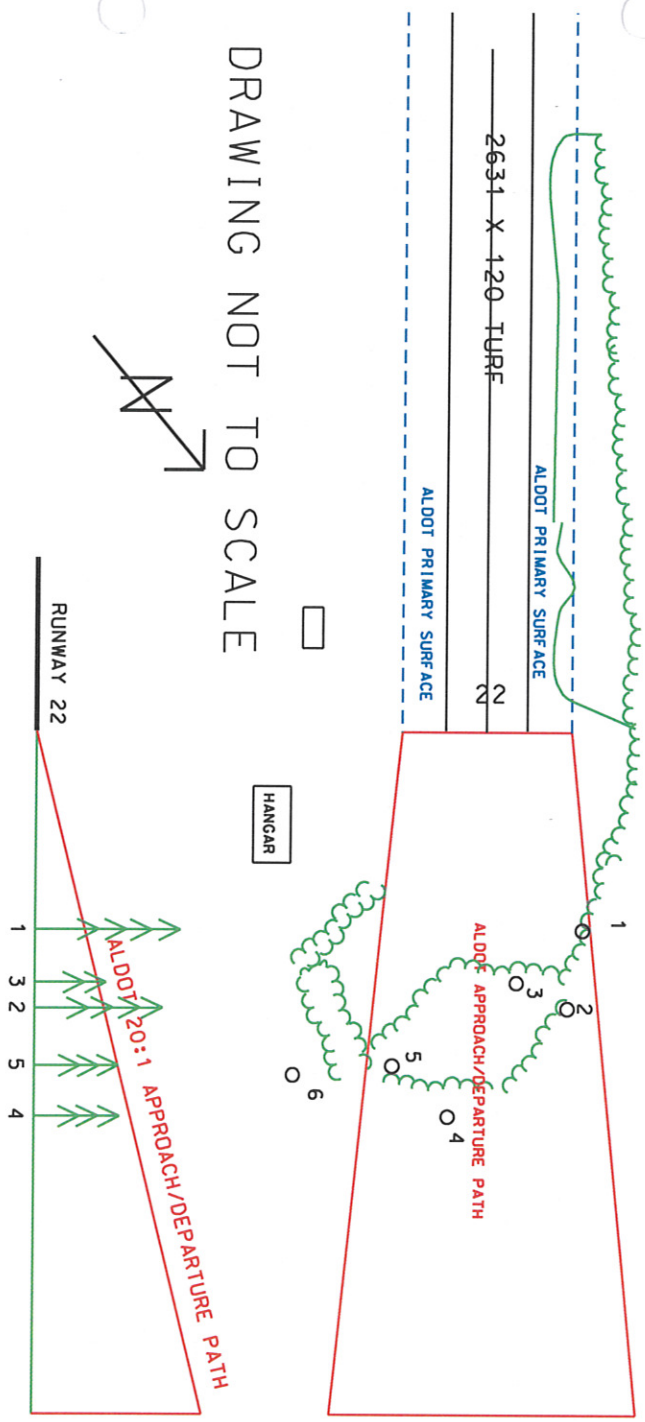
1000 FEET IN LENGTH
BEGINNING AT THE RUNWAY THRESHOLD
250 FEET IN WIDTH AT RUNWAY THRESHOLD
450 FEET IN WIDTH 1000 FEET FROM THRESHOLD
CENTERED ALONG EXTENDED RUNWAY CENTERLINE
NO PENETRATIONS OF A 20:1 SLOPE FROM THRESHOLD

RUNWAY - 2000 FEET IN LENGTH
60 FEET IN WIDTH

PRIMARY SURFACE
250 FEET IN WIDTH
CENTERED ALONG RUNWAY CENTERLINE
OBJECT FREE AREA

ADDISON MUNICIPAL AIRPORT SEPTEMBER 22, 2009

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 22



DRAWING NOT TO SCALE

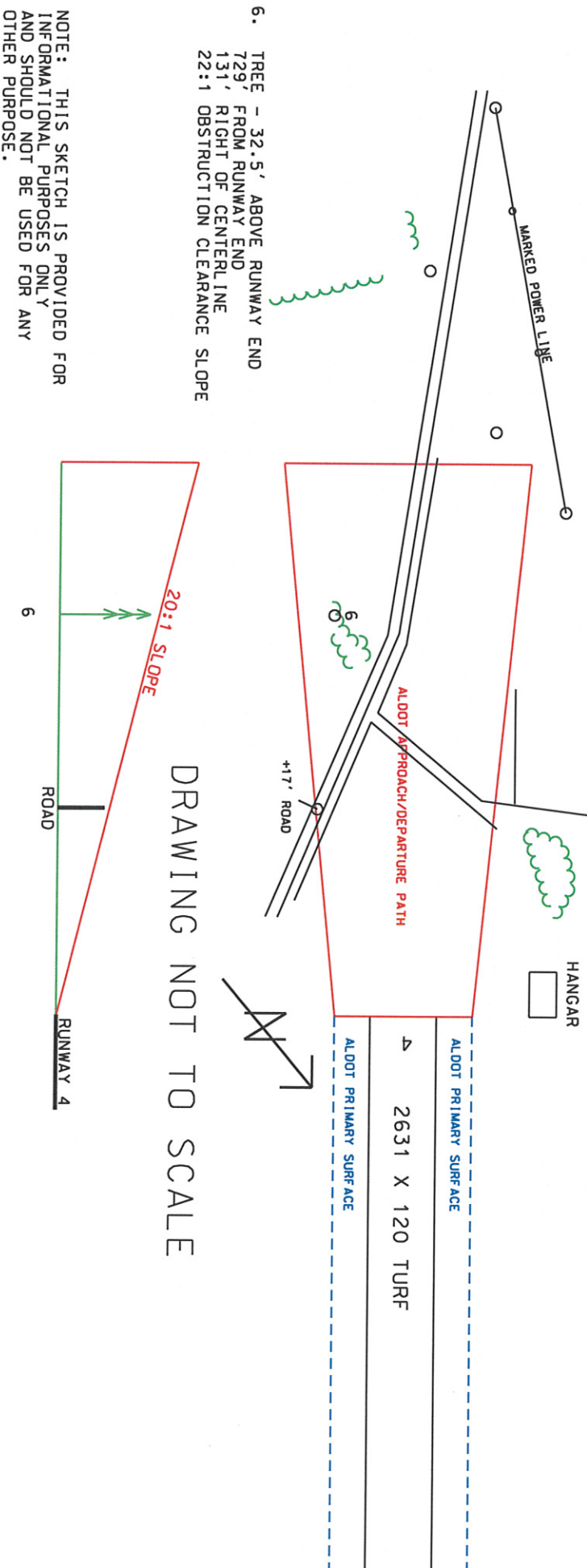
PROFILE VIEW

1. TREE - 42' ABOVE RUNWAY END
303' FROM RUNWAY END
143' RIGHT OF CENTERLINE
7:1 OBSTRUCTION CLEARANCE SLOPE
2. TREE - 37' ABOVE RUNWAY END
411' FROM RUNWAY END
121' RIGHT OF CENTERLINE
11:1 OBSTRUCTION CLEARANCE SLOPE
3. TREE - 20.6' ABOVE RUNWAY END
369' FROM RUNWAY END
46' RIGHT OF CENTERLINE
17:1 OBSTRUCTION CLEARANCE SLOPE
4. TREE - 24' ABOVE RUNWAY END
576' FROM RUNWAY END
54' LEFT OF CENTERLINE
23:1 OBSTRUCTION CLEARANCE SLOPE
5. TREE - 24.7' ABOVE RUNWAY END
528' FROM RUNWAY END
136' LEFT OF CENTERLINE
21:1 OBSTRUCTION CLEARANCE SLOPE

NOTE: THIS SKETCH IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY
AND SHOULD NOT BE USED FOR ANY
OTHER PURPOSE.

ADDISON MUNICIPAL AIRPORT SEPTEMBER 22, 2009

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 4



DRAWING NOT TO SCALE

PROFILE VIEW

AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: _____ DAY: _____

√ Satisfactory

X Unsatisfactory

Day Inspector/Time: _____ Night Inspector/Time: _____

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

